

0600Z 16 NOV 65

TOP SECRET

DIRECTOR

25X1A

[redacted]

ROUTINE

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IMMEDIATE

TOR: 0636Z 16 NOV 65

OSA1-20T

IN-71923

[redacted] IDEALIST LOGS MAINT

25X1A

NO NIGHT ACTION

25X1A

REF:

FROM

1. AS PART OF 352 ACCDT INVESTIGATION WE REMOVED THE ALTIMETER FROM ART 384 TO CHECK FOR CONDENSATION MOISTURE WITHIN THE INSTRUMENT. A REPLACEMENT ALTIMETER WAS DRAWN FROM SUPPLY. THE ISSUE ITEM WAS PROPERLY PACKED IN A VACUUM SEALED CAN (MOISTURE INDICATOR SHOWED SATISFACTORY). CALIBRATION AND STORAGE DATES WERE CURRENT. THIS INSTRUMENT WAS INSTALLED IN ART 384 ON 10 NOVEMBER. REQUIRED MAINTENANCE CHECKS WERE PERFORMED. ART 384 FLEW A LOW FLIGHT OF 1:50 ON THE MORNING OF 15 NOV. AND A 2 HOUR HIGH THAT AFTERNOON. ONE HOUR AFTER TAKE OFF ON HIGH MISSION AT BASE PLUS 20 THE UPPER HALF OF THE ALTIMETER COVER GLASS FOGGED WITH CONDENSED MOISTURE INSIDE THE COVER GLASS. COCKPIT TEMP WAS SET ON THE COOL SIDE OF ROOM TEMP.

25X1A

[REDACTED] (IN 71923)

T O P S E C R E T

PAGE 2

2. I NOTE IN TRAFFIC FROM [REDACTED] THAT THEY ARE EXPERIENCING 25X1A
FOGGING OF SOME INSTRUMENTS ON CLIMB AND DESCENT (AIR SPEED 25X1A
INDICATOR ONLY ONE IN PITOT STATIC SYSTEM). REF [REDACTED] 3494

3. THESE TWO INSTANCES BRING UP AN IMPORTANT QUESTION: HOW
MUCH, IF ANY, CONDENSATION INSIDE INSTRUMENT COVER GLASSES IF
ALLOWABLE FOR PITOT/STATIC INSTRUMENTS? MY RECOMMENDATION WOULD
BE TO REMOVE AND REPLACE ANY AFFECTED PITOT/STATIC INSTRUMENT BEFORE
NEXT FLIGHT (AIRSPEED RATE OF CLIMB, ALTIMETER). CONDENSATION
WITHIN OTHER INSTRUMENTS IS PROBABLY OF
LITTLE CONSEQUENCE BUT REQUIRES THE STATEMENT OF A POLICY IN
APPROPRIATE MANUALS.

25X1A

4. FOR [REDACTED] FIELD UNITS REQUIRE A COORDINATED POSITION RE
CONDENSATION IN PITOT/STATIC INSTRUMENTS ASAP. PRESENT TECH DATA IS
INADEQUATE.

END OF MESSAGE